

FRANK COOMBS HAS LINED UP FAST BASEBALL TEAM; HE'S A REAL FAN

Automobile Expert Believes That Baseball Helps Business—Has Many Star Players Employed at His Auto Hospital—Believes That All Work and No Play Doesn't Fit in With Present Day Conditions—Expects to Be in Commercial Pennant Race

Frank Coombs is a real baseball fan. Get him away from his business and he will talk base hits, batting averages and square plays for hours. In addition to being a fan, he is also a student of the grand old game, and has built up a strong team, which at the present time is up with the leaders in the Commercial League.

When the Commercial League was formed the proprietor of the Frank Coombs Company, located on Bishop street, decided to make application for entrance into the league. The team was admitted, and then Coombs made a tour of his establishment.

Luck Yes, who has been the mainstay in the pitching department, was the link juggler for the company, and Coombs being a fan knew that Luck could do some excellent work on the mound. That was a start. Then he asked each and every one of his employees if they knew anything about the national game, and found that some did and some didn't. Those who couldn't play were asked to get out and practice after work, and as a result Coombs has developed two or three good players who were real raw recruits at the beginning of the season.

Fast Infield
Luckily for Coombs he had some valuable material, and boasts two real stars in the infield in King Tan and Mara. Kai Luke is also playing good ball for the team, while Akana has been developed into a valuable man for the squad.

Kan Leong, the catcher for the McKinley team of the Pacific League, is an employee of Coombs, and may be found at the automobile repairing emporium after school hours. Serrao, who does most of the catching, has shown a big improvement, and has been hitting well during the season. The "Old Car-Make New" backstop is always smiling, no matter how the game is going.

Akana at first base is showing some good work, and ought to improve. M. Mara, the second sacker, holds down that position for the Braves, which is enough to know that he can play the game in the proper manner. King Tan at third base is the fastest man in the infield, and covers a world of territory. Kai Luke is another good player who has been showing good work for the fast aggregation.

Coombs has one of the fastest outfielders in the league, as Fun Luke is now employed at the auto hospital. The speedy little left fielder knows the game, and is death on fly balls. T. Mara has been making a good record this year, while Akana is another player who ought to make good in the next few years. Tadao is another player who is counted upon when the team gets into the game.

They Play Sunday
Coombs will meet the von Hamm

Young Company team on Sunday at Athletic Park and a hot battle is expected, in which alicens, claxons, and every other instrument known to the automobile industry will be on display. Manager George Godfrey of the von Hamm Young Company team has lined up a fast squad and the Coombs players are expecting a hard game.

Coombs believes that a baseball organization does much to cement the interests around his establishment. He finds that the men work together better, and believes that a baseball team is a big asset to any big concern. Coombs handles the men in practice, and is always on the bench when the team plays. Coombs is certain to be on the bench next Sunday morning, and without a doubt he will be out at Moiliili watching Rogan pitch in the afternoon, as he is a real fan.

CHEVROLET WINS 250 MILE EVENT

Travels at Rate of 102 Miles
Per Hour Over Long Course
at Sharonville

CINCINNATI, May 30.—Louis Chevrolet, traveling at an average rate of more than 102 miles and hour, captured the 250-mile international sweepstakes automobile race at the Sharonville speedway today, but he was only a few seconds in front of his brother, Gaston Chevrolet. Ira Vail was less than a sixteenth of a mile behind the second man. The remainder of the field was well strung out.

For just a moment while the racers were on their 236th mile, it appeared as though Gaston Chevrolet would carry off the prize, but tire trouble at the last moment forced him into the pit and he had to capitulate to his brother who had the distinction of going through the entire race without a single stop at the pits.

De Palma Forced Out
Ralph De Palma looked like a strong contender for more than half the journey. Engine trouble forced him out of it after 150 miles.

Earl Cooper likewise ran into hard luck with tire trouble, but managed to continue and finished seventh. Tom Milton, who had been hanging within a mile or two of the leaders during the entire race, came strong toward the end and captured fourth position. Otto Penning was fifth and Eddie Hearne sixth.

The race was remarkably free from serious accidents, one car catching fire on the back stretch, but doing little damage outside of destroying the

They Are Going After Pennant; Ask Frank



MOTOR HONKS

By Otto Horne

The Willys-Overland factory employs 18,000 men and produces 20,000 automobiles a year.

The path that leads up the mountain of success is a stony road and it's hard climbing. All low gear and a steady pull.

The fellow who said "We get our knobs from our knuckles," like the fellow who invented "interest," did a good day's work.

Thanks, Mr. Business Man and Mr. Mrs. Automobile Owner for the patriotic display of flags. Let's keep up the good work.

Power comes from persistent and repeated effort. When we can do something better than anybody else, we are on the way up.

Arthur Wayne, manager of Smoot & Steinhauser, has purchased a Chalmers roadster. Wayne is a big booster for the Chalmers car.

If the Almighty came to me with success in His right hand and the eternal struggle for success in His left, I would take the left.—Socrates.

Straightening of fenders, axles and frames, etc., would soon become a lost art if automobilists would drive more carefully. This also applies to head

car. Another machine went into a fence on the far turn of the track but did no damage.

Engine trouble accounted for several dropping out entirely in the race.

Barney Oldfield finished eighth in the race, Ralph Mulford ninth, A. H. Patterson tenth and Joe Thomas eleventh.

on collisions with buildings. Better practise a little safety first. Doc, and take the corners a little slower.

Uncle Sam has no immediate intention of confiscating anyone's motor car or truck. Owners and prospective buyers need have no fear on this score whatever.

Odds mean nothing to a good man who knows he's good. You must toil for food, knowledge and for pleasure. The good things in this life come through toil and not by self-indulgence and indolence.

Captain P. M. Smoot, president of Smoot & Steinhauser, has left Honolulu for Schofield where he will be stationed for some time, awaiting further orders. The colony on automobile row regrets that Captain Smoot will be unable to be around, but are pleased to hear that he has joined the colors.

Frank Coombs has a hunch that his team is going to win the championship of the Commercial League. Many of his employees are star baseball players, and prospects look unusually bright for a good season. Coombs is a real baseball fan, and in addition to attending the Commercial League games also watches the Pacific League teams in action. There is a reason for this as King Tan, Mara, Kan Leong and Fun Luke are members of Pacific League teams.

MOTORCYCLISTS URGED TO ORGANIZE FOR WAR

Shelby A. Falor, president of the Federation of American Motorcyclists, who is a member of the volunteer motor transport committee of the council of national defense, has sent out a call to motorcyclists all over the country to organize.

The object of this organization is to assist the war department by the immediate formation of as many voluntary motorcycle companies as possible in all states, and particularly along the Atlantic, Gulf and Pacific coasts, as a measure of preparedness for any emergency that may arise.

The particular advantage of service with the volunteer motor transport organization is that every motorcyclist who joins will serve as a motor cycle rider.

Joining the volunteer motor transport division of the council of national defense assures that motorcyclists will not be separated from their mounts.

CATERER IS USING MOTOR RESTAURANT ON SALES CIRCUIT

P. Burns of Wenatchee, Wash., has hit upon an uncommon use for the motor truck, says The Power Wagon. In past winter seasons Mr. Burns has officiated at the coffee urn and handed out the "hot dogs" to the hungry farmers at the sales held by the

CHAINS ARE THE LAST WORD IN PREVENTING ACCIDENTS

Whether on wet pavements or on links broken. If the chain had not been reinforced as described, the car would most assuredly have been wrecked.

The novice puts up his wheel to put on a chain, not so the experienced motorist. There are two ways of applying the chain. One is to drape it over the wheel, the other is to lay it on the ground and run the car over it. The latter method, apart from the difficulty of steering in a straight over something you cannot see, has the added advantage that the chain on a muddy road is in bad condition to handle. So drape it over the wheel and you will have a much cleaner job. Apply it in such a way that the points of the cross links are away from the tire so as to prevent them from cutting into it.

Have the chains toward the back of the car. This draws them forward as the car wheel revolves with a wiping motion that tends to keep them closed, whereas the opposite method will result in their loosening sooner or later and dropping off. Having draped the chain properly over the wheel, run the car forward for a rear wheel and backward for a front wheel. This brings the ends out where they can be gotten at to the best advantage.

"Never use a tool to tighten up the chains, as they may be fastened so tightly that they cannot creep and so distribute the wear. If they stay always in one spot on the shoe they soon cut in and ruin the tread. Of course, in the case of a woman, one whose strength is not equal to the task, a tool will be useful, but care must be exercised not to get the chain too tight. In line with this caution is a similar one not to fasten the chain to a spoke.

The parts of the cross links that come into contact with the ground are case hardened—that is to say, they are made of wrought iron, with a casing of hardened steel. This resists wear for a long time, but wears through eventually, after which the link soon wears out and breaks. The end pieces are not hardened, and so may be very easily worked by a special tool. There are several chain tools on the market, and it is difficult to decide among them. One should be chosen which has good levers and opens or closes the links with the least effort. By the use of a proper tool the broken link may be replaced while the chain is on the wheel—a very important thing. If the tool is missing or absent, however, one may drive a screwdriver through the link to open it and close it with a hammer.

ranchers. He used to haul his supplies in a two-horse wagon and borrowed the use of a stove from the former's wife. Now he has a veritable kitchen on wheels, complete with stove, tables, benches for the men and room enough to accommodate all



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The Stanley is also most economically operated. Uses distillate, kerosene or gasoline for fuel. Has but 32 moving parts, which is about the number contained in any first class self starter. These two items alone are the largest factors in the economical operation and length of life of any car.

On the margin are some of the distinctive features of the Stanley which make it virtually a "no trouble" car—that's where the pleasure comes in motoring. "Once a Stanley Owner, always a Stanley Owner."